

Lesson Classification: UNCLASSIFIED

Lesson ID: 21255-78266

Title: INTER-THEATER SUPPLY SUPPORT IN THE CENTRAL COMMAND AREA OF RESPONSIBILITY

Operation/Exercise Name: RESTORE HOPE

Observed: 20 Feb 1993

Originator: 15TH MEU

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5. (U) OBSERVATION:

Limitations on timely supply support placed MEU capabilities at risk.

6. (U) DISCUSSION:

During Operation Restore Hope, such fundamental capabilities as movement, navigation, and night operations were degraded by the lack of timely supply support (despite the best efforts of support managers). Severe environmental conditions virtually depleted the MEU's on-hand supplies of common items such as HMMWV tires, global positioning systems (GPS) batteries, night vision goggle (NVG) batteries, and NVG image intensifiers within the first six (6) days ashore. Even routine MEU deployments in the CENTCOM AOR suffer from the extreme distances between the MEU and its MEF supporting organization in CONUS. This distance creates unacceptably long lead times, even for items readily available off the shelf. Contingency operations significantly exacerbate the problems with timely support, as the time-phased arrival of forces places additional commitments on strategic airlift availability and reduces responsiveness.

7. (U) LESSON LEARNED:

The time-distance factors for MEUS deployed in the CENTCOM AOR to their supporting MEF organizations are too great to allow responsive supply support. To provide support that will maintain MEU (SOC) capabilities, supplies must be prepositioned in the AOR.

8. (U) RECOMMENDED ACTION:

That HQMC (I&L) and USCINCCENT forward base selected (both ground and aviation) sustainment supplies for deployed MEUS at an existing COMUSNAVCENT administrative support unit (ASU).

9. (U) COMMENTS:

The Remedial Action Program (RAP) Working Group reviewed and categorized this as a NOTED item. I&L provides the following comments:

If the MEU does not deploy with 15 DOS or the available shipping space is too restrictive to support requirements, than the supply and transportation responsiveness is evermore critical. If the correct FAD and project codes are utilized and the transmission of requirements is made via SALTS/INMARSAT to the source of supply, than the correct procedures are being employed and we can't get much better than that. The channel flights that run out of CONUS to the CINCENT AOR are in place. A 7-12 day turnaround is the norm for this AOR. Getting supplies from the Surface Point of Department (SPOD) to the afloat MEU can prolong this timeframe. If the MARFORPAC/LANT commanders decision is to preposition war reserve materiel stocks based upon his requirements than he is responsible for the funding, management, and control of these stocks. Refere to MCO P4081.XX (War Reserve Manual) which is currently being staffed.

OPR: I&L

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